## H. U. G.

If that means what it spells it might be a "bear" movement-hug. But it means something of greater interest, really, than that. It means

#### HOSIERY, UNDERWEAR, GLOVES.

We have the largest and, we · think, the nicest line of Underwear for both men and women that we have ever secured. We can assure fit, finish and fabric, while the prices will assure a sale.

Likewise as to Hosiery and Gloves.

In those three lines of timely and specially seasonable goods you will need to look no further after a visit

### L. S. AYRES & CO

INDIANAPOLIS.

This elegant hotel has been newly fitted and fur-sished throughout, and is kept equal to the best in the

An Elegant Billiard Parlor.

The finest Barber Shop in the West.

The headquarters of the Republican State Centra

Committee, and of the leading Republicans of the Rates, \$2.50 to \$4 per day.

E. B. MARTINDALE, GEO. A. TAYLOR & CO., Owner. Proprietors

By Phillip Schaff. Vol. 4.....\$4.00 ELECTRICITY AND MAGNETISM. By Stewart and Gee ..... .60 OUR UNCLES AND OUR AUNTS. By Ame-

rila Martin..... 1.00 A CONCISS DICTIONARY OF MIDDLE ENGLISH. B. Mayhew and Skeats ...... 1.90 THE HAPPY PRINCE. By Oscar Wilde.... 1.00

## THE BOWEN-MERRILL CO

16 & 18 W. Washington St.

The Cleanfast, Onyx, Electric and Parisian Ingrain Fast Black

## HOSIERY

WM. HÆRLE'S

NEW STORE. No. 4 West Washington Street.

# The New York Store

[ESTABLISHED 1853.]

OBSERVE

TWO GOOD THINGS

ONE CASE 52-inch BROADCLOTH, all new shades, worth \$1.25, at \$1 a yard.

ONE CASE

B9-inch BROADCLOTH, newest shades, worth 75c, at 60 cents a yard.

ALL PRICES IN PLAIN FIGURES.

#### PETTIS. BASSETT &

ARE UNION SOLDIERS FOR SALE?

Some Wonderful Figures for Public Consideration-Pensions for Votes. American Tribune, Soldiers Organ. If doubt yet exists as to an attempt, by the

present administration, to influence the soldier vote in Indians, a study and comparison of the work of the Pension Department for the past two years, as shown in the annual reports of Commissioner Black, will speedily remove it. We present the following official figures of the sumber of men furnished for the war by six States, which are known as reliably Republican, and the number of original pensioners, added to she rolls from them for one year ending June 30, 1888, and the number of men furnished by the doubtful State, Indiana, and the number of similar claims allowed to it:

Number Pensioners furnished. during year. 

 Ohio
 313,180

 Wisconsin
 91,327

 Vermont
 33,288

 Rhode Island
 23,236

 New Hampshire
 33,937

 4,182 Total ......832,904

In plain words, one doubtful political State. which furnished 200,000 men, is granted 8,000 pensions, while six safe Republican States, which furnished 800,000 men, are granted but

7,500 pensions. The evidence of an unfair discrimination is complete. Not that those who have had their claims allowed in Indiana have received that to which they were not entitled, but that other States, just as fairly entitled to these allowances, have been neglected. One may readily conclude that if Indians had been safely and reliably in the majority for either party, it matters not which, it would not have received such favorable sonsideration. For what reason has this course been pursued? We can find but one reply, and that is to influence the soldier vote.

What Proves It. Bartford Courant.

The Hartford Times wants to know why we the Mills bill a free-trade bill. It is 1. Because it is drawn up by free-traders. Because the free-traders support it. 3. Because the vast majority of the manufact-

urers, for whose benefit it is facetiously said to have been drawn, are strongly opposed to it. free-trade purpose and in its application it would kill out some American industries, which is the real aim of the British free-traders.

These ought to be reasons enough, but we have more if wanted. ORDAINED AS A MINISTER.

Sermon of Good Counsel and Impressive Service at the First Latheran Church.

Ordination services were conducted last night by the Olive Branch Synod at the First Lutheran Church, Rev. H. K. Fenner, of Louisville, preached the sermon to the candidates, and took for his subject "Ideas." Ideas rule the world, he said. Men and armies govern it only because they are the expression of ideas. There is a thought, an idea back of them which controls and directs them. The pen is mightier than the sword. It gives a new idea to a thousand minds, while the sword destroys one body. Ideas are pictures, painted by thought, and men's ideas are naturally of the earth, earthy. Being of mundane origin they are of material things. Men's imperfect ideas of the Deity and loose ideas of God were advancing them toward destruction. God devised a scheme and by symbols and types stimulated the minds of men to a higher ideal, and when they were ready he gave them the divine idea in the person of an incarnate Christ. In Jesus man saw the ideal man, and the Christly idea is of heaven, heavenly, as opposed to the human idea, which is of earth, earthy. A minister is an apostle of the heavenly idea. It is his duty to arrest men's thoughts from the earthly idea and turn them to Christ, who is the heavenly idea, and urge them to adopt it. To such a work ministers must devote themselves. They are the apostles of the divine idea, and go forth as the champions of

the Christ idea of life as it is, and of heaven as it is to come. The efficient minister is one who produces results. "There are several precepts you should always bear in mind," said he to the candidates. "One is, remember that you are servants of God and ministers to the people. You have chosen a vocation, and not a profession. You choose not as a lawyer, a doctor, or an artist. They choose for the temporal benefits that may accrue to them, while you are called of God. Whether this be your view, every man must answer for himself. The Master said to; the apostles, 'Ye did not choose me, but I chose you' Said Paul 'I am called of God.' You are servants of the Supreme Master, and it is to Him that you must render an account and not to the world. must render an account, and not to the world. The message is given to you to deliver, and you are responsible for its faithful delivery. You are responsible for its faithful delivery. You are not responsible for its contents, or for its reception. You will be tempted to change the word to suit circumstances. The ordination ceremony does not make you a heavenly lord, a epiritual detective, or an ecclesiastical policeman. You are simply the Lord's servant, and you are expected to preach His word. Again, to be efficient you must earnestly believe that the goard is the mission and power of God.

the gospel is the wisdom and power of God. The progress of the gospel has been the victorious march of the incarnate idea. Nothing of it has been lost in eighteen centuries. It is the same gospel that thrilled the shepherds, that made Herod tremble, and that awakened Paul. That gospel is given to you. Go forth intense believers in its truth. Strive to inject the Christian idea into men. 'I believe, therefore bave I spoken,' said Paul. The imputation of madness and the success of the wise men never chilled the flame of his enthusiasm. So must yours be. Believe with ardency because the spirit of the Master dwells in you. A negative preacher is largely an inefficient preacher. The positive preacher will exert power among men. He believes lieves and speaks because the spirit forces him to speak. But further, you must speak as a man among men. It is as a brother that you must minister to and win men. There is no line of demarkation between you and your brothers. - Preach as a man who has a message from a king. Speak to men in their own language and upon themes which will interest them. Preach a cheerful, comforting gospel.
Strive to lift men up, and not depress them.
The worst preacher is the discouraging preacher. Men go away feeling that it was not good to be there. The Master took for his text: 'The spirit of the Lord is upon me, because He has sent good tidings to the poor.' Preach in a major and not a minor chord. The Lord said 'I must work.' Write this across your table and upon every door in your study. All depends upon this thought,

Work so that you can say at last, 'I have finished the work Thou gavest me to do.' May God bless and help you that you may persevere At the close of the sermon the licenses of Peter Bowman and John Stein were renewed for another year, and Conrad Gastrock was ordained a minister by the president of the synod. The ordination ceremony was quite impressive. The candidate avowed his belief before the synod in the tenets and doctrines of the Evangelical Lutheran Church. He promised faithfully to at all times uphold and sustain them and be diligent to prayer and the study of the Scriptures, and to abstain from false doc-trines. He then knelt and the president and members of the examining committee laid their hands usen his head and pronounced him an ordained minister of the Lutheran Church. The

'As my Father has sent me even so send I you.

A GLIMPSE OF BRITISH COLUMBIA.

fellowship and the ceremony was over.

other ministers then gave him the right hand of

One of Its Citizens Talks Interestingly Upon Victoria's Progress and Trade.

Mr. Alexander Phillips and wife, of Victoria, B. C., are visiting the family of Mr. Harry Solomon, on South Pennsylvania street. Mrs. Phillips and Mrs. Solomon are sisters, and have not seen each other before in thirty-seven years. Mr. Phillips is a hearty-looking man of about sixty-five, and is a native of England. "About the biggest story I shall have to tell about Indianapolis when I go home," said he, "will be in reference to the natural gas. Of course, we have all read about it, but a person has no idea of what it is to a community until he actually sees it, and I don't expect they will believe more than one-half I will have to tell them about it. The United States has made some big changes since I first knew it. I was one of the original '49ers, and went through all the gold excitement in California. I went from there in 1852 to Victoris and am considered one of the oldest settlers. It was then a trading post of the Hudson Bay Company. The stores were log houses and an immense business was done with the Indians for hundreds of miles around. There were very few white men there, but now it is a city of sixteen thousand people. The Hudson Bay Company has great stores and warehouses now in place of the log ones. Our greatest business is in coal, furs and fish. There are large canning establishments and canned fish are shipped from there to all parts of the world. The day I came away there were four car-loads of sealskins shipped by the Canadian Pacific railroad for England. They were the eatch of English schooners that had escaped the vigilance of the United States. The furs were salted and packed in barrels and the whole cargo was of immense value, but you would never have thought from looking at them that they would ever make sealskin sacques or cloaks. Victoria is also a port to where the English navy fit out and refit, and we have one of the finest harbors in the world. It is also a point where one can take a car direct through from the Pacific to the Atlantic ocean.

"How about the climate!" the reporter asked. "I find that you Eastern people all seem to think that we have a very cold climate. It is not as cold there as it is here. We never have more than six weeks of winter. Ice was selling there this summer for \$1.50 per hundred pounds, and I have a commission to buy an ice machine for a firm there while I am in the States, as ice can be manufactured cheaper than it can be packed. The climate is mild enough to raise good grain, and we took the prize for the best wheat at London two years ago. The raising of grain is quite an industry at Victoria, but we have the finest fish in the world, and that is the great industry. There are a good many Indians there still, but not like there were when I first reached the place. They are dying out like they do everywhere else when they come in contact with white men. They are mostly Flatheads, Pagets and Queen Charlotte Indians, and they live almost altogether by hunting and fishing. They bring their catch of fish into town and seil it very cheap. One queer fish they catch they call clican, or candle-fish, and when dried it will burn slowly like a candle, and give a brilliant light. It is also a splendid table fish, better then any I ever tasted anywhere." "What do your people generally think of an-nexation?" was asked Mr. Phillips.

"Well, if you were in Victoria you would not

know but what you were in an American town. Of course, English is the language spoken, and all trading is done in American money, and all values are computed upon the dollar-and-cent basis, and English money is almost as rare there as in any of the United States cities upon the Canadian border. Some of our people are very much in favor of annexation and think it would be the best thing that could happen to Canada, but of course there are many who are opposed to it. As for myself, I would give almost anything to see it come about and think it will some day." Mr. and Mrs. Phillips will visit several days in Indianapolis and then return to

MINOR CITY MATTERS.

To-Day's Doings. PARK THEATER-"Black Flag," afternoon and BATTLE OF ATLANTA CYCLORAMA-Market

street, between Diinois and Tennessee streets, day BUSINESS MEN'S REPUBLICAN MEETING-County Central Committee Rooms. Noon. REPUBLICAN MEETING-Hon. John Finerty, Masonic Hall. Evening.

Personal and Society.

Maj. John M. Carson, Washington correspondent of the Philadelphia Ledger, is in the city, looking over the State for the benefit of his paper.

The entertainment and supper that was to have been given Saturday night by Fidelity Lodge, Daughters of Rebekah, has, on account of the death of one of its members, been post-poned until next Saturday evening. All tickets sold will be good for the evening.

Industrial and Trade Notes. It is stated that ninety-two manufactories in Indianapolis and its suburbs are now supplied with natural gas.

Kingan & Co. last week killed 2,500 hogs per day, and on the first of next month will in-

crease to 4,000 a day. The Jenney Electric Company is furnishing an electric lighting plant to Jackson, Miss., for the lighting of its streets.

Parrot & Taggart, bakers, will this week move into their new quarters on the corner of Georgia and Pennsylvania streets.

It is estimated that Indianapolis packers are now carrying 300,000 pounds of hog products against 700,000 pounds at the corresponding date

Hollweg & Reese sold this season 11,000 gross of fruit jare against 7,000 gross last year. It is by far the largest business they have ever done in fruit jars.

day shipped two car-loads of desks to San Fran-cisco. This company is now turning out fifty desks per day. During the last three months the box factories have been busy. The demands of the canning,

The Indianapolis Cabinet Company on Satur-

starch and other classes of packing-houses have been unusually large. The McCoy Manufacturing Company has its buildings on the West Side completed and will this week get the machinery into position.

Work will begin early next month. The mince-meat-makers have begun business on an extensive scale. The three manufactories expect to turn out about two million pounds of meat within the next six months, which is the

usual length of the season. Coffin, Greenstreet & Fletcher will begin slaughtering bogs on Nov. 10. They expect to do 40 per cent, more packing this year than last. The improvements they have made enable them

to largely increase their capacity.

The Sinker-Davis Company is making an ex-tensive addition to its boiler-works, which, with the machine-shop, will, when the improvement is completed, cover nearly one square between the Union tracks and Georgia street. W. H. Coleman is running his stave and heading factory day and night, using seventy-five to

eighty car-loads of rough lumber per week. His foreign business is 100 per cent, heavier than at any time since he has been in business. Lumber-dealers and planing-mill men report their business still good. Usually it drops off after the middle of September, but this year is an exception. It is largely due to the fact that so many small houses and cottages are being

A careful estimate shows that the railroads have brought into Indianapolis since March 1, 3,460 car-loads of stone, 2,060 for building purposes, 1,200 for the Union Railway Company, and 1,500 thus far for the Washington-street im-

Indianapolis elevators on Saturday last contained 484,428 bushels of grain against 476,400 bushels for the corresponding period of 1887. There are 136,646 more bushels of wheat, 61,900 bushels less of corn, 67,041 less of oats, and 224 less of rye. The furniture factories have better times

again, the duliness of the last three months having disappeared. Their orders come largely from the Southwest and Pacific coast. Prices at points of consignment have adjusted themselves to the advanced rates.

The canned goods packing season is about over. The Van Camp company has put up 240,-000 dozen cans. About one-third of the product is beans and peas, one-third corn and the remainder tomatoes. The company is shipping goods into the New England States and to the West and Northwest.

The Indianapolis car-works to-day and hereafter will have a double force in their wood and iron departments. The works are now using twelve car-loads of lumber and six car-loads of iron per day. The C., B. & Q. cars, work on which is to begin to-day, will require 2,200 feet of yellow and 2,000 feet of white pine, and 1,200 feet of oak. The pig-iron for the wheels alone will amount to 4.800 pounds per car, and the four axles to each car will weigh 1,560 pounds.

Knights of Pythias Notes. Chalmers Lodge, No. 178, will dedicate a new castle hall about Nov. 10.

Ira Skinner, P. C. of Damon Lodge, Kentland, was in town Tuesday. The headquarters of the Endowment Rank will be removed from St. Louis to Chicago soon. Cardonia Lodge, No. 139, dedicated its new ball on Menday last with appropriate exercises.

Olive Branch Division, No. 48, U. R., will give a reception and ball a Pfaffin's Hall on to-mor-Col. Jas. Pettibone, of Cincinnati, and J. M. Van Patten, of Columbus, were in the city on Saturdey in connection with U. R. business. J. M. Hatfield, P. C. of Huntington Lodge, No. 93, paid the city a visit recently. He is a candidate for judge of the circuit of Wells and

Huntington counties. The order of Pythian Sisters now seems to be an assured success. Lodges throughout the State are interesting themselves for the ladies. and temples will be organized as soon after application for charter as the outfits can be prepared. In addition to No. 1, Columbia City, No. 2. was organized during the past week, and Coal Bluff and Elwood temples will be organized during the next week. Ft. Wayne, Goshen. Leesburg, Ligonier, and Richmond have signi-

fied a desire for a date upon which to organize. Warsaw Temple, No. 1, Pythian Sisters was instituted at Warsaw Oct. 22 with seventy-three charter members, and the occasion was one of great enjoyment to all present. J. H. Hill, of Greencastle, the author of the ritualistic work, was present and conferred the work. The following named ladies were installed as officers: Most excellent chief of temple, Ida M. Weaver: most excellent senior of temple, Emma Devos; most excellent junior of temple, Anna Shields; sister manager of the temple, Louisa Comstock; sister mistress of records and correspondence, Mamie Cook: sister mistress of finance, Emma J. Campfield; sister protector of the temple, Melissa Peterson; sister guard of the outer tem-ple, Mary Bartel, past chief of the temple, Mattie Cook.

A Better Horse Market.

An old-time borseman says that the Indianapolis horse market, in the last five years, has undergone a complete revolution. An entirely different class of buyers now come to this market than a few years ago. Formerly, buyers of plugs, street-car horses and an inferior grade of carriage horses, came here for their supplies. but now the local market is furnishing some of the best driving, carriage and heavy team horses to be found anywhere, and while there is not one-half as many horses sold as formerly, on what there is sold, a much larger sum of money is realized. This has been brought about by breeders improving their stock. They have learned that it is in good horses that the most money is made.

The Court Record. NEW SUITS FILED IN SUPERIOR COURT.

Rosetta Stanmier, administrator, vs. Fred Fred W. Jacob vs. Mary E. Jacob; complaint for divorce. Allegation, cruel treatment. Percilla Monroe vs. William Monroe; complaint for divorce. Allegation, failure to pro-Aultman, Miller & Co. vs. James M. Culbert-

son; complaint on note. Demand, \$200.

Office desks at Wm. L. Elder's

AFFAIRS OF THE RAILWAYS.

Freight Traffic a Little Off. The train records for the week ending Oct 27 show a lighter movement than in the week preseding. As compared with 1887, a decrease of 1,306 loaded cars is shown this year; with 1886, a decrease of 1,063 cars, but in comparison with 1885 there is an increase of 1,554 loaded cars this year. The unfavorable exhibit last week seems to come largely from a falling off in east-bound through traffic. Shipments of grain are exceedingly light, while flour is going forward in large quantities, as well as a very respectable sprinkling of cotton. The tonnage of lumber shows a
considerable falling off. Shipments of live
stock to the Eastern markets are reported to be 33 per cent lighter than
at the corresponding period last year. West
bound, the tonnage holds up remarkably well.

It was supposed that with the stiffening up of rates west-bound shipments of merchandise would drop considerably, but no such an effect has yet been noticeable. The tonnage of Pacific coast business is very heavy, and shipments of freights of all descriptions to the Southwest, even into Mexico, are steadily increasing in vol-ume. Whether it is done at the expense of more Northern lines or is the result of the development of that country is not definitely stated, but probably both have something to do with the marked improvement in business in that direction. North-and-south roads are doing a fair business, averaging well with former years. The yellow-fever scare has naturally cut off something from the through south-bound traffic, but this decrease will, doubtless, be fully made up when the temporary trouble is over. Local business was a little off, the heavy rains of late making had roads and unfavorably affecting both in out-bound traffic. Below is given the number of cars received and forwarded at Indianapolis in the week ending Oct. 27, as compared with the corresponding weeks in 1887 and

Name of Road.	Loaded cars, 1888.	Loaded cars, 1887	cars. 1886.
L., N. A & C. Air-line		303	212
L, D. & W	361	360	356
I. & V		586	516
C., H. & I	812	821	808
L. E. & W. (Ind'polis div.)	454	440	572
O., I. & W. Eastern	981	970 997	1,295 1,372
(Teoria	1,917	1,971	2,180
C., I., St. L. & C. [ Lafayette. Cincinnati.	2,052	2.041	2.194
J., M. & I	928	978	972
C., St. L. & P. { Columbus Chicago	1.698	1,980	1,673
C., St. L. & P. Chicago	363	391	388
Vandalia	2,213	2,384	2.089
I. & St. L	2,026	2,344	1,971
Bee-line	2,109	2,524	2,348
Total	17 784	19,090	18.847
Empty Cars		4,444	4,248
Total movement	21,886	23,534	23,095

Last week Belt road engines handled 713 carloads of live stock, against 1,177 in the corresponding week of 1887.

There were transferred over the Belt road, in the week ending Oct. 27, 12,826 cars. against 13,895 in the corresponding week of 1887. Freight traffic on the C., I., St. L. & C. is at high tide, the car movement of last week being one of the largest in any week since the first of January. Still it drops a little below that of the

corresponding period in 1887. The Eastern lines forwarded from this point, last week, 3,896 loaded cars, against 4,322 in the week ending Oct. 20. The Bee-line led off with 1,194 loaded cars, against 1,259 in the week ending on the 20th; the C., St. L. & P. forwarded 882, against 1,018 in the preceding week, and each of the other Eastern lines showed

something of a falling off. The east-bound business of the Vandalia has not fallen off to the extent that was expected through the coming into use of natural gas at Indianapolis. Less coal is brought in, but freights of other classes seemed to have increased to make up the deficit from this branch of their traffic. The train records show that last week the road brought into Indianapolis 1,238 loaded care, against 1,204 in the corresponding week of 1887.

Personal, Local and State Notes. The Cincinnati, Hamilton & Dayton inspec-tion party start on their annual inspection trip on the 8th, 9th and 10th of next month. The stockholders of the Cincinnati, Indianap-

olis, St. Louis & Chicago road will hold their annual meeting at the company's offices in this city to-morrow. Both the Chicago & Indiana Coal Railroad Company and the Chicago & Eastern Illinois

have declared quarterly divigends of 1; percent. on their preferred stock, payable Dec. L. Indiana now has seven dividend-paying roads, against three two years ago, and it is believed that the Lake Erie & Western, the Nickel-plate and the Bee-line will shortly be added to the

A special train over the Louisville, New Albany & Chicago road, yesterday, made the run from Chicago to Indianapolis in four hours and twenty minutes, a distance of 183 miles. This run will do to place on record among the fastest made in the country.

Superintendent Boyd, of the Indianapolis, Decatur & Western road, says he has ample evidence showing that the trainmen of his road were not in fault in the collision on West Washington street with a street car. The train which was backing up was moving at a speed of only five miles per bour. There were two danger signal lanterns on the rear of the car and the trainman had a white lanters. It is further stated that the driver of the street car was so confident that he could get across the track that he did not make a stop before crossing, as drivers usually do.

The baggemen recently employed at the new Union Station are already looked upon as experts in handling trucks; in fact, it is said that they can drop a trunk barder on the platform from a car, or throw it off a truck with more force than can some of the veterans in the

Common stock of the Cincinnati, Hamilton & Dayton road sold on Saturday last at 77 cents on the dollar, and the friends of the property predict that the stock will go to par before the year closes. The road is doing an excellent business, at paying rates, and the Ives-Staynor deal scare is gradually passing off.

President Depew, of the New York Central road, on Friday last, when asked who would succeed Henry Monett as general passenger agent of the road, replied that the position would not be filled hastily; that Mr. Monett was a genius, and that it would be hard to find a suitable man to succeed him. Now that live stock rates have been advanced

and the Indianapolis roads put on a par with the Chicago roads, live stock traffic is increasing. If this method of doing business is adhered to it will not be long before the Indianapolis roads will secure their share of the live stock traffic. both of local and through character. W. H. Holcomb, who has been appointed gen-

eral manager of the Oregon Railroad and Navigation Company, to fill the vacancy caused by the death of T. J. Baxter, commences his duties on the 1st of next month. He is now in Boston learning the wishes of the parties owning the property as to ite future management. For some weeks past the Indianapolis, De-

catur & Western road has been hauling the new cars built at the Indianapolis car-works for the Atchison, Topeka & Sauta Fe road west at the rate of 125 per week. The I., D. & W. turns them over to the Peoria, Decatur & Western, which hauls them to Peoris, where they are taken by the Santa Fe and hauled westward. John T. Ermine, assistant chief train-dispatcher on the Pennsylvania road, with headquarters at Altoons, spent Sunday in the city, the guest of Joseph Sanger, the secretary and treasurer of the Yard-masters' Mutual Benefit Association. He witnessed the railroad men's parade on Saturday night, and says that the reports of the enthusiasm of railroad men over General Harrison's election to the presidency has not been exagerated.

As soon as the election is over the friends of the Terre Haute & Southwestern projected road are to see what can be done to place that enter-prise on its feet. Townships along the line which have once voted subsidies to the project are still anxious to have the road built, and the heaviest tax-payers of Terre Haute, it is stated, feel the same way concerning the enterprise. It is thought that if this road was built it would give Terre Haute a fresh start.

A foolish rumor has gained currency to the A foolish rumor has gained currency to the effect that the appointment of Oscar Murray, traffic manager of the C., I., St. L. & C. and the Chesapeake & Ohio road, will relieve W. M. Greene, the general manager. Mr. Murray will be a subordinate officer of Mr. Greene on the C., I., St. L. & C. road, the latter, as general manager, ranking next to M. E. Ingalls, president.
The appointment of Mr. Murray as traffic manager, it is officially stated, does not affect the position of any of the present officers of the Big Four. Mr. Murray's special mission is to look after the through traffic of the lines, which it is expected will be largely increased with the completion of the new bridge over the Ohio river at Cincinnati, which will be about March 1.

Amusements. The only theater open in this city this week is the Park, at which the attraction will be the stirring and popular melodrama, always well-liked here, "The Black Flag,"the engagement beginning with a matinee this afternoon. The

company is an unusually strong one and the play will be mounted with special scenery. It will run all week, two performances daily. The Eden Musee, which is open daily from poon until 11 P. M., will have for its special atractions this week Miss Anna O'Brien, the Nova Scotia giantess, the tallest of all woman; Nora Wren, the midget: Barnum's original Fiji cannibals, and acarefully selected specialty company.

The British Flag Displayed.

Hendricks County Republican. Dr. L. H. Kennedy, of this place, hands us a brief but interesting letter from Obed Anthony, formerly a well known and highly-esteemed citizen of Hendricks county. The letter is dated at Granby, Newton county, Missouri, where friend Obed located when be left Indiana, several years ago. In his letter to Dr. Kennedy he incloses a well-preserved British flag printed on tissue paper, about the size of a bandanna handkerchief. The letter explains itself: \*

"GRANBY, Mo., Tenth Month, }

"Friend Dr. Kennedy-Thee will be somewhat surprised to get a letter from me but having attended a Democratic rally yesterday with Washington West [also a former well-known resident of Hendricks county] at our county seat I felt that it seemed as if our Democratic fellow-citizens hardly realized that the war isover, judging from the way their bands played "Way Down South in Dixie," and other rebel war melodies. But the worst feature noticed by us was the display and distribution of quite a number of British flags, of which I send thee a specimen. I think thee should exhibit this alien rag to Indiana Democrats and let them know what their rebel brethren are doing.

We Republicans in southwest Missouri are doing what we can for Harrison, and some of the Democrats are joining onr ranks. As ever, thy triend, "OBED ANTHONY."

An English Secretary of State.

New York Press. Minister West has acknowledged that he wrote a letter to an American citizen, urging him to vote for the Democratic candidate, on the ground that by so doing he would best serve the interests of the mother country. In view of this fact it must be admitted that the comments of the Tribune are in no way too severe. It is a disgraceful piece of business, anyhow, but especially humiliating when we realize that the State Department is in the bands of a man who stands for foreign rather than American inter-

The Wanamaker Republican Escort Club Will meet at the court-house to-night, at 7:30 o'clock, sharp. Every member is requested to be there and bring the money to pay for his ticket to Peru. W. O. McKinney, Pres't. W. J. KERCHEVAL, Capt.

Republican Rally at Peru. TUESDAY, OCTOBER 30, 1888. Round-trip Rate Only \$1.25.

Excursion train will leave Indianapolis via Lake Erie & Western railroad at 7:15 A. M. Robert T. Lincoln. A. G. Porter. Benj. Butterworth, Stephen A. Douglas, jr., Senator John Sherman, Senator John J. Ingalls, Gen, Hovey and many other prominent Republicans will be present and make speeches. A grand industrial parade in the afternoon and a mammoth torchlight procession at night Everybody cordially invited. Tickets on sale at Union Depot, 46 S. Illinois st, and Massachusetts avenue. T. W. LEE, Gen. Pass. Agt.

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